

WAAS CH 90229 W35A	APP CRS 355°	Rwy Idg 12250 TDZE 496 Apt Elev 542
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RNAV (GPS) Y RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

RNP APCH.

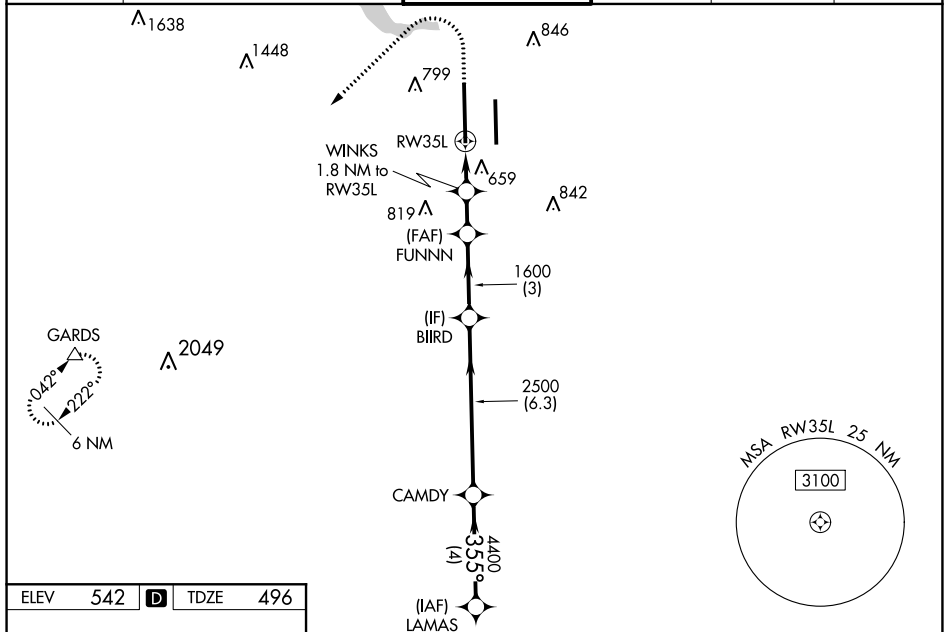
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase visibility, LPV Cat E to RVR 4000, LNAV/VNAV Cat E to 1½ SM, and LNAV Cat E to 1¼ SM. Rwy 35L helicopter visibility reduction below ¾ SM NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

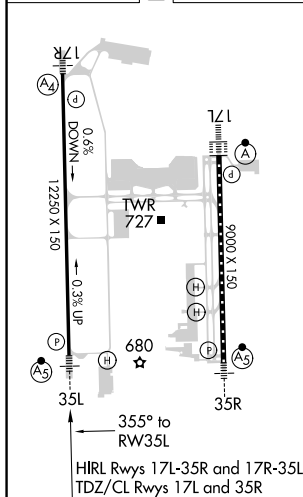


MISSED APPROACH:
Climb to 1700 then
climbing left turn to 3500
direct GARDS and hold.

D-ATIS	AUSTIN APP CON 127.225 317.65 (EAST)	AUSTIN TOWER	GND CON	CLNC DEL	CPDLC
124.4	120.875 270.25 (SOUTH)	121.0 281.5	121.9 348.6	125.5 263.0	
	119.0 370.85 (WEST)				



ELEV	542	D	TDZE	496
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1700 ↑	3500 ↘	GARDS △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).					LAMAS
*LNAV only.								
CATEGORY	A		B		C	D		E
LPV DA **	696/24				200 (200-½)			
LNAV/ VNAV	DA		972/60				476 (500-1¼)	
LNAV MDA	920/24		424 (400-½)		920/40		424 (400-¾)	
CIRCLING	1040-1 498 (500-1)		1100-1 558 (600-1)		1200-1¼ 658 (700-1¼)		1200-2 658 (700-2)	
	1520-3 978 (1000-3)							